

## FROM THE CHAIR OF CTC DAVID COX



CTC Council elected me as Chair for 2011. But you don't have to be called David, have a grey beard, glasses and

a Brompton to chair CTC!

CTC is the UK's national cycling organisation, with a large and diverse membership, and Council needs to represent all its members. There are elections for Council in London now, and other regions this summer. It would be good to see more members standing, and it is vital that we have more women councillors bringing their perspectives to our work.

David Robinson remains a Councillor and I would like to pay tribute to his leadership. Membership is at record levels, our campaigning is tackling new challenges, and we have developed great projects through Bike Club and Cycling Champions.

To benefit from Gift Aid and give an even better service to members, we need to resolve the charity issue. You have already told us what you want in the all-member vote. Now we need one last push to put your wishes into action. Company law requires the high hurdle of a 75% vote to make the necessary minor modifications to our Memorandum and Articles. I'd ask all those who voted 'Yes' last time please to vote again, and appeal to those who didn't vote or voted against last time to reflect on the democratic wishes of the membership and support Council and CTC.

Council is important but I'd always rather be cycling. I need to get more miles in before the Meriden weekend, which has a 160k audax on the Saturday. See you there.

Northern Ireland MLAs are considering compulsory helmet use



## Helmet compulsion on way?

The Northern Ireland Assembly is considering mandatory helmets. CTC and Sustrans are strongly opposed



On 31st January, The Northern Ireland Assembly allowed the progress of a Bill that paves the way for mandatory cycle helmet use. The second stage of the Cyclists (Protective Headgear) Bill was passed by a majority of two votes in a largely empty assembly chamber.

CTC is not against helmet usage but it is opposed to compulsion on the grounds that it could reduce the number of people cycling for transport, as it did in Australia, New Zealand and Canada following helmet laws.

In the period up to the second hearing, CTC collaborated with Sustrans on a joint response. 'We want to make cycling as safe as possible, just like the supporters of this Bill,' explained Ross McGill, Sustrans' Derry-based Sustainable Transport Officer. 'There's robust evidence that making helmets compulsory puts people off cycling in the first place. That would have a significant impact on the current levels of cycling.'

CTC and Sustrans agreed that any benefit of the proposed legislation in terms of cycle safety would be more than outweighed by the negative impacts on the region's health.

'We want to do all we can to attract more people to cycling, rather than deter them – because cycling has a huge potential to help tackle obesity and prevent coronary heart

disease,' said Tim Edgar, CTC's Northern Ireland Cycling Development Officer.


Each organisation also emphasised that children should be encouraged and enabled to cycle safely, rather than being penalised. 'Money and time needs to be invested to tackle the causes of road danger, such as speeding traffic,' said Tim. 'Safer, well-designed roads must be a priority, and children should be given the skills and confidence to use them.'

CTC and Sustrans recognise that helmets are often promoted with inflated claims of their benefits. This can make helmet wearers feel more secure than they are and falsely portrays cycling as a danger sport. It isn't: cycling has comparable risk levels to walking. Both organisations added that the proposed legislation would be unenforceable.

The Bill is now being scrutinised by a committee who will examine the evidence for helmet use, returning its recommendations to the Assembly. CTC and Sustrans gave oral evidence on the 10th March – their joint response to the committee, together with technical appendices, is available via [www.ctc.org.uk/helmets](http://www.ctc.org.uk/helmets). The petition that anyone in the UK can sign is at [tinyURL.com/NorthernIrelandHelmets](http://tinyURL.com/NorthernIrelandHelmets).



# Cash to encourage cycling

 The Government is to make funding available to 'nudge' people towards greener transport choices. CTC has welcomed the news but warns that cycle-friendly planning is also required.

The funding was announced in the Local Transport White Paper and accompanying Local Sustainable Transport Fund (LSTF). It shows a shift in DfT's willingness to back cycle training and other 'smarter choices' programmes to encourage people to use sustainable transport.

Measures such as cycle training, personalised travel planning, and cycling development projects – used across CTC's Cycle Champions, Bike Club and Workplace Challenge programmes – are cost-effective at increasing cycle use.

But it's not just about skills, advice and support. The poor design of cycle facilities and road layouts can deter even experienced cyclists and intimidate new cyclists. The White Paper does little to address this.

CTC's Roger Geffen said: 'If large



Cycle training: a cost effective way to increase cycling levels

numbers of people are to take up cycling as a healthy and money-saving transport option, we need to improve the design skills of Britain's transport planners.'

Planners often focus on tackling traffic congestion. However, the Local Transport White Paper recognises that the policy failures of the last

60 years mean that the costs of air pollution, physical inactivity and road casualties are three times greater than those due to congestion. Increasing road network capacity could worsen those three other problems, which could undermine the LSTF's main objective of carbon reduction and its economic objective.

## NEWS IN BRIEF

### YOU WIN!

The 24 winners of the prize draw, as selected from the poll of the club that was sent out with the Dec/Jan issue, are as follows: Gore Tex Jacket, D Coyne; Ortlieb Panniers, M Rodmell; Lifeline Tool Kit, J Unwin and M Chesworth. The winners of the Cyclist's Companion book are: P Pennycard, L Booton, D Peterson, R Cartwright, M Buchan, J Simmons, JJ Aitken, R Hibbert, R Dyson, I Robinson, G Vollam, C Humell, GB Rogers, RA Mace, M McLaughlin, E McTeague, J Thompson, A Fiacco, SL Baguley, and CP Blanco. Congratulations. And if you didn't win, don't forget that there's another chance to win prizes by submitting a proxy voting form the AGM – see the AGM Supplement for details.


### CORRECTION

On page 10 of the Feb/Mar issue of Cycle, we mistakenly misrepresented the experiences of cycling barrister Martin Porter QC. He was threatened by a motorist on one occasion, and had helmet cam footage of that. On a separate occasion the month afterwards, when he didn't have a camera but did have witnesses, he was assaulted by a motorist. Police investigations into the incidents are in progress and pending respectively.

### DAILY MAIL APOPLECTIC ABOUT CYCLING

Medical journal The Lancet has published the findings of a study into the triggers of heart attacks, ranking traffic and pollution midway through their list. The Daily Mail has seized on this to claim that cycling to work causes heart attacks. The newspaper's interpretation of the findings contradicts a previous study from Copenhagen, which found that people who cycled to work had an all-cause mortality rate 40% lower than non-cyclists. While The Mail fails to point out that cycling helps prevent heart disease, it also neglects to mention that cycling offers a direct solution to traffic congestion and pollution – which are the trigger factors in question.


# CTC subscriptions to rise

 CTC council has put a motion to this year's AGM to increase membership subscriptions to £39 per adult member, starting in October. Due to discounts the average member only paid £24.48 last year and it is anticipated that the net increase to the average member will be significantly less than the full rate.

Council has put forward the increase to cover

some inflation in membership costs (particularly insurance) but has decided once gain not to try and recover the full costs of membership from subs. Efficiency improvements have been made and income from grants means that the membership does not have to cover all the running costs of the club, the grants pay a share of overheads.

# London calling

 Greg Price, who represented CTC members in London, has resigned from Council. Councillors are elected for a three-year period and the period of office for representing London expires at the end of this year. Nominations are thus sought for a CTC member to represent London members for the period to 31 December 2011. See the CTC website for details

and a nomination form. New chair of Council, David Cox, said: 'I can understand why Greg, now living in Cambridge, finds it difficult to represent the cycling city of London. With his qualification in charity administration and work with the therapeutic professions, Greg brought a distinctive perspective to debates on Council and we thank him for his work.'




Greg Price, who has stepped down, at the 2010 CTC AGM





## Fill That Hole's best and worst

 Last issue we told you about a new initiative to commend the local councils who are best at filling the potholes reported on Fill That Hole. Although the website already ranks Council's hole filling performance, a new league table will be drawn up for the awards based entirely on their 2011 figures.

Leading the way for the highest percentage of potholes fixed are Stoke-on-Trent, Sutton and Brent, who have fixed all of the road defects reported to them since mid-January. Norwich is also looking good, with 97% of the road defects reported since January marked as fixed. The closest contenders are Reading and Cheshire West and Chester, each with 94%.

Languishing at the bottom of the table with 0% is Liverpool highways authority, which has had 80 hazard reports submitted

so far this year, none of which is ticked as fixed. Bedford, Carmarthenshire, Dumfries and Galloway, Knowsley and West Dunbartonshire are similarly bad. But it could all change by April, when the winners will be determined.

In addition to the award for highest percentage of potholes fixed, there will be a people's vote, based on public feedback ratings. You can rate your council on road conditions, and on speed and quality of road repairs, by following the instructions at [www.fillthathole.org.uk](http://www.fillthathole.org.uk).



## FROM THE TOURING DEPT MARK WATERS



For cycling to have a healthy future, it's important that we pass on our love of the pastime. There are

lots of ways to do that, but perhaps the most obvious is to ensure that we pass on our cycling skills to our children. CTC can help you with this in many ways.

The first hurdle is to decide how to transport your child as a non-peddalling passenger. After that they may help pedalling, using a trailer cycle. Then they will eventually progress to riding their own machine. The fact that kids continually change size makes the equipment side of things particularly challenging. But there are many among us who have trodden this path and it's all a question of finding ways to tap into this rich seam of knowledge.

Cycle rallies are an excellent way of getting to meet other families and CTC organises a good number annually. There you can exchange ideas, information and even equipment, not to mention form friendships. There's plenty of written advice to, notably CTC's 'Guide to Family Cycling', which covers the subject from every angle, and CTC's website.

CTC's Forum is a good source of second hand equipment and CTC Holidays & Tours organise holidays especially for families. In fact, they need more leaders and organisers for this type of holiday: demand exceeds supply, so do apply if you're interested.

For a detailed factsheet about all the above (and more), email [cycling@ctc.org.uk](mailto:cycling@ctc.org.uk) or write to national office if you don't use a computer.

## Spinning classes

 Three spinning bikes have been installed to improve the health of youngsters at the Speedwell Centre in Blackpool, thanks to the work of Bike Club officer Damian Bonsall.

The centre is Blackpools 'Home and Hospital' facility, and provides education for young people who are not able to access mainstream schooling because of a medical need. In many cases this medical need is linked

to various types of anxiety, including agoraphobia.

The centre staff are aware of the benefits that physical exercise can have in relieving the symptoms of anxiety but, due to the nature of the illness, it is not possible to take young people out to enjoy the delights of a bike ride.

Bike Club's Damian Bonsall said: 'When I met up with Lesley Slack, the Speedwell Centre manager, last year, the only provision for physical

activity was a Wii Fit game. We decided to purchase some spinning bikes so that the young people could build up their confidence and fitness, and hopefully develop to enjoy all the benefits of outdoor cycling that we know so well, such as independent transport, confidence and fitness.

'Working with the School Sports Partnership, a Bike Club was established and three shiny new spinning bikes arrived in February. A league table has already been set up to challenge them to spend more time on the bikes. And the room where the bikes are housed is an integral part of the centre enabling young people to just pop in between lessons to exercise.

'With the remainder of the Bike Club funding, the Centre are sending a staff member on a course to learn how to be a spinning instructor.'

For more information about Bike Club, see [bikeclub.org.uk](http://bikeclub.org.uk).



## Charity vote: your final answer

Over 75% of members voting in the recent poll wanted CTC to become a charity. That requires an essential second vote. CTC Councillor **Barry Flood** explains



We've had the debate and we've reached a decision: a majority of members who voted wants CTC to become a unified membership organisation with charitable status. One more 'Yes' vote will finish the job.

**Barry Flood at the 2010 AGM, where the charity proposals were passed but the enabling motion wasn't**

you're finishing what you started. Without it, your first vote will have no practical effect.

### Passing the motion

The law says we need a 75% majority. In the last vote on the charity issue, out of around 16,000 of you who voted, more than 12,000 (75.4%) supported the proposal. A repeat of that would be sufficient to pass the motion – but only just! To put the matter beyond doubt we need new voters as well as the positive votes of those who voted against last time, now they can see the clearly expressed will of the membership.

We want as many members as possible to have their say on the future of their organisation. To that end, there's a postage-paid envelope for your proxy voting form, and as an incentive to vote there are additional prizes up for grabs. All members voting will be entered into a prize draw after the votes have been counted.

### Necessary changes

The changes aren't complicated. For easy reading, those changes relating solely to the charity issue

are marked by blue panels on pages 6 to 14 of the enclosed AGM booklet. You will find many of the important changes in one place on page 7. Our original Articles dating from 1878 are so close to the modern Charities Act that they need minimal change.

### What about those who voted 'no' last time?

I want to assure them that CTC Council has listened carefully to what they told us. We are determined to bring in measures to address the service delivery problems that, while not directly related to the charity issue, many of the objectors told us were their reasons for voting against.

On the charity issue itself, we can assure members that our democracy is not diminished by becoming a unified charity. We shall remain, as before, a membership organisation of one member one vote, electing a Council free to manage our affairs for our benefit.

Our package of member benefits will continue. With a simplified administration structure and Gift Aid of up to £160,000 each year, we shall have more resources to deliver more and better services for you.

### Why are we voting again?

To amend our governing Articles to achieve unified charitable status, the Companies Act says that 75% of members voting have to agree the changes. That is what you are being asked to vote on in Special Resolution Motion 1 in the form enclosed with this magazine.

This is not a vote in the sense of deciding whether we should or shouldn't take a course of action; that's been decided already. This is simply an administrative step to put into place what more than three-quarters of you told us you wanted: to re-unify the CTC as a single charitable organisation.

Even if you don't wish to vote for the other motions at the AGM, please make sure you vote on this one! This one is different, in that

### DON'T FORGET TO VOTE!

**You don't need to attend the CTC AGM in Weymouth to vote on the motions. Just use the proxy voting form that came with this magazine.**

**Appoint your proxy, such as the Chair, signing your name at section 2a. If you're happy for your proxy to vote at their discretion – the Chair will vote in accordance with Council's recommendations – that's it. If you wish to instruct your proxy to vote in specific ways, you'll also need to complete sections 3 and 4.**

**Put your voting form in the postage-paid envelope provided and mail it. It must reach ERS by 12.30pm on 12th May for your vote to count.**

### Vote in the AGM and qualify for our Free Prize Draw

Return your proxy form or attend the AGM to be entered into a Free Prize Draw for the following great prizes.

**FREE PRIZE DRAW**



**1ST PRIZE**  
Garmin Edge 705 Road Performance Package worth £2500

CTC members voting in the AGM will be entered into a prize draw to win a Garmin Edge 705 Road Performance Package. The prize is a Garmin Edge 705 Road Performance Package. The prize is a Garmin Edge 705 Road Performance Package. The prize is a Garmin Edge 705 Road Performance Package.



**TWO 2ND PRIZES**  
Ortlieb Back Roller Classic panniers worth £150 each

The prize is a pair of Ortlieb Back Roller Classic panniers. The prize is a pair of Ortlieb Back Roller Classic panniers. The prize is a pair of Ortlieb Back Roller Classic panniers.



**TEN 3RD PRIZES**  
dbb Pro Triplet Lenses Sunglasses worth £50 each

The prize is a pair of dbb Pro Triplet Lenses Sunglasses. The prize is a pair of dbb Pro Triplet Lenses Sunglasses. The prize is a pair of dbb Pro Triplet Lenses Sunglasses.

#### FIFTEEN RUNNERS UP PRIZES

Who? Light will go down and you'll be a runner up. A runner up is a runner up. A runner up is a runner up. A runner up is a runner up.


#### Prize Draw Rules

Only members who have voted in the AGM will be eligible to win a prize. The prize is a pair of Ortlieb Back Roller Classic panniers. The prize is a pair of Ortlieb Back Roller Classic panniers. The prize is a pair of Ortlieb Back Roller Classic panniers.



## Forest sell-off axed

Government plans to sell off Forestry Commission land were abandoned in the face of public uproar. But it's not yet over. CTC's Alex Bailey explains

 This February a storm of protest greeted the Government's proposed sale of the Forestry Commission estate in England, and CTC prepared for an extended campaign to ensure cycle access in the event of a sell-off. Half a million people signed a public petition objecting to the sale, and they were supported by Members of Parliament and celebrities.

CTC focused on the issues immediately affecting mountain bikers and leisure cyclists. If the sale of England's forestry went ahead, cycle access to that land could well have been blocked. CTC vowed to defend off-road routes, whatever the decision. Colin Palmer, CTC's off-road adviser, began the groundwork, rallying MPs, peers and other allies.

### Coalition turns over new leaf

When the scale of the public opposition to the forest sales became clear, DEFRA picked up the phone. They booked an appointment with CTC but cancelled without explanation shortly before it was due. Days later, David Cameron signalled a U-turn during Prime Minister's questions. When asked whether he was happy with the Government's 'flagship policy' of forest sell-offs, he said: 'The short answer to that is – no.'

Within hours, Environment Secretary Caroline Spellman MP was announcing that she had deleted the clauses in the Public Bodies Bill that would have enabled the sale. The Government would abandon the consultation. Instead we would get a panel to advise on biodiversity and forest access.

Mountain bikers and cycle campaigners across England breathed a sigh of relief that forestry land would not be transferred to private hands. CTC welcomed the Government's U-turn but signalled that its campaign was not finished.

### Not out of the woods

Although the national estate is no longer for sale, the Government has not renounced its intention to sell the 40,000 hectares it had slated for sale prior to this consultation. This land is equivalent to 15% of the Forestry Commission estate and is within the quota for which no parliamentary consent is required. The only concession it has made is that no sales will take place until the criteria for the



selection of that 15% are reassessed. CTC will continue campaigning to retain cycle access in these forests, whoever owns them by 2015.

Reflecting on a busy month, CTC's Colin Palmer said: 'We'd prefer to see England's forests remain in public ownership and we are very pleased that the Government now seems to be accepting this principle. However, we need to ensure that cycle access is not lost in the future. We hope that ministers understand the importance of the forestry estate to cycling, and will look for ways to meet the increasing demand from families and mountain bikers for traffic-free cycling opportunities in the forest.'

### CTC's position

- CTC remains concerned that the sale of any publicly owned forest will result in an unacceptable loss of cycling facilities – which would conflict with Government policies to increase physical activity and improve access to the countryside.
- CTC believes that access is best protected through forests being in the public estate.
- CTC wants to see robust measures to protect both formal and informal cycle access in perpetuity and recommends the dedication of forest roads and waymarked trails. This should be implemented under section 16 of the Countryside & Rights of Way Act 2000, before any sales are made.

### Sell-off timeline

-  **14/10/2010:** Government publishes its list of public bodies for reform or abolition. The Forestry Commission is on the list.
- 29/1/2011:** Government launches a consultation to gauge public opinion on the sale of the Forestry Commission estate. CTC begins lobbying to retain cycle access.
- 30/1:** Popular protests begin.
- 31/1:** 300,000 people sign petition by campaign group 38 degrees.
- 7/2:** DEFRA books discussion with CTC for week of 21 Feb.
- 11/2:** Government declares a moratorium on the selling of forest without parliamentary consent.
- 15/2:** Campaign group 38 degrees' petition reaches 500,000. DEFRA cancels meeting with CTC.
- 16/2:** The Prime Minister admits he is unhappy with the policy.
- 17/2:** Caroline Spellman MP ends the consultation.